

## Commission Turn-out good in Pendleton

"That bus is full of commissioners and transportation people -- way out here?" the man leaning against his pickup truck remarked.

He was paused at a stop sign when an ODOT employee following the bus in a state car along desolated I-82 near Pendleton had given him the message:

Transportation commission members traveled to Pendleton for their second non-Salem meeting. They also came to gather first-hand impressions about the transportation problems and concerns facing Eastern Oregonians.

They met with city and county officials Oct. 17 at the Hermiston Airport and boarded the bus for Hat Rock State Park where they lunched with Umatilla County officials.

Pat Schwartz, Region 5 engineer gave a guided tour of highway facilities en route to Pendleton.

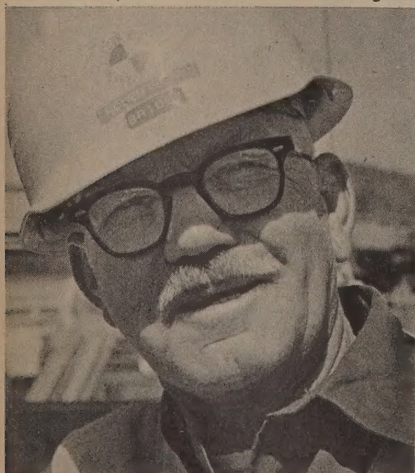
"These trips are extremely worthwhile," Commissioner Gordon Coleman said. "I think they show Oregonians that we're truly concerned about their problems."

Commission Chairman Glenn Jackson spoke to the 65 persons at the evening banquet about ODOT's financial concerns. Several local officials expressed appreciation for the commission's efforts to hold meetings out of Salem.

Support was also voiced at the formal meeting the next day, and several delegations discussed their transportation priorities.

The next out-of-Salem meeting will be in Coos Bay in February.

## Al Robertson dies in mishap



Bridge Foreman Al Robertson was struck and killed by a freight truck Oct. 26 when his highway crew was repairing pavement near the Cabin Creek rest area north of Roseburg.

He and rest area attendant Warren Lengele were trying to hold Lengele's pickup truck as it rolled onto the highway when the accident occurred. Lengele suffered a fractured pelvis.

Robertson, of Winston, worked 22 years for the highway division. "He lost his life trying to save Warren," said Jack McCormick, District 6 engineer.



### Record 6-year crowd

discusses proposed highway projects affecting the Oregon City area. With him are Fred Klaboe, left, chief of Operations

A record crowd of 90 persons attended the Six-Year Highway Improvement Program meeting in Oregon City Oct. 25. Region 1 Engineer Ed Hardt, center,

discusses proposed highway projects affecting the Oregon City area. With him are Fred Klaboe, left, chief of Operations

## Meetings yield positive response

The Six-Year Highway Improvement meetings held during the week of Oct. 17-20 have been successful, though lightly attended in some communities, according to reports.

Twelve meetings have been completed by press time, with the largest turnouts being in McMinnville and Hood River. Over 40 persons were at each session.

Twenty-seven more meetings have been scheduled through the last week in October and the first 10 days in November.

ODOT staff members at the meetings says that regardless of the size of the audience, the sessions have been productive and have gone well. Only one person out of the more than 275 who have attended so far wrote on the response card

that the meeting was "not worthwhile."

Meetings are conducted by the region engineer. He is flanked at the head table by a member of the Transportation Commission, at most meetings, and by a Salem headquarters staff person.

A 10-minute color videotape is shown in which Director Bob Burco discusses the condition of the state highway system and problems caused by federal funding categories. Also on the videotape is a three-minute slide show explaining how highways deteriorate.

The region engineer reviews the

projects listed in the A and B programs in that area, and then the meeting is opened up for public testimony and discussion.

The A program lists the projects the Highway Division proposes to do in the next six years if the gas tax and registration fee increases are approved by the voters next year; and the B program shows the projects proposed if only present revenues are available.

Collected testimony from all 39 meetings will be analyzed by staff and reviewed by the commission prior to final adoption of programs in January or February of 1978.

### In Parks:

## Meeting, survey results parallel highway concern

Results of the six-year parks system meetings held last summer closely resemble the current six-year highway improvement program meetings.

The public agrees that maintenance outweighs the need for new development in parks as well as for roads, according to Gary Scott, state parks director who recently compiled results from the meetings held throughout the state.

"The parks system has grown a lot in 10 years," he said. "But our resources are tight and it's time to begin upgrading existing systems. The public agrees with our concerns."

Scott noted that maintenance takes 55 per cent of current Parks and Recreation Branch revenue, compared to the 36 per cent it took in 1975.

About 400 persons answered

questionnaires on topics concerning park facilities, fees, land acquisition, the Willamette Greenway and other programs. Over 1,000 persons attended the 24 meetings and "fireside" campground sessions.

The input will help park officials update the parks system plan and prepare the budget proposal.

Mike Whitlam, regional resource coordinator and Ted Dethlefs, recreation planner, organized and led the meetings. Twenty-five per cent of the questionnaire respondents were children, the rest were Oregon and nonresident adults.

Campground groups favored more recreational programs and camper sites, Scott said. Persons at regional meetings tended to discourage building more campgrounds and encourage more wilderness parks.

(Continued on page three.)

### INSIDE:

Two federal highway officials, William Cox and Brock Adams, brought their messages to Portland in October. See stories, page three.

### Also:

• The DMV's had it with fuzzy writing, page five.

• SAIF awards life savers, page seven.

• Larry Rulien talks candidly about his rise through the "highway chairs," page eight.

• Engineers label bridge seminar the best yet, page five.



## Director's corner



BOB BURCO

It's disappointing that a petition drive, led by Rep. Wally Priestly of Portland, has succeeded in placing our registration fee increases on the November, 1978 ballot.

The department's loss of revenue from these registration fees is great. Basically, it doubles the effort needed to bring public attention to focus on the financial needs of Oregon's transportation programs.

Our automobile registration fee is low compared to other states' fees. It amazes me that inadequacies in highway financing have not shown up in Oregon long before this. The highway staff should be commended for being able to provide an outstanding system of highways for so long at such limited costs.

I doubt that the petition signers understand the financial issues confronting ODOT, nor hold a willingness to accept substantially reduced services in exchange for reduced revenues.

Telling the public about these matters during the next year will be a challenging task for all of us.

On the bright side, however, is the exceptional response we're receiving to our Six-Year Highway Improvement Program meetings. Attendance is generally good; comments are thought-out and constructive.

ODOT and commission members experienced equally good reception during the commission meeting in Pendleton.

There, local officials and leading local citizens voiced appreciation and willingness to share our tasks during the coming months.

We benefited all the way from Pat Schwartz's guided tour of an alfalfa field along the right-of-way of I-82 to lunching with the Pendleton Kiwanis Club.

But these meetings have involved concerned citizens—we must find ways of communicating with those less interested in our programs.

I welcome your ideas on this matter. Our ability to provide services is based on a more tangible set of resources, rather than goodwill among ourselves and local agencies.

There must be a willingness to vote for the dollars we strongly need. Or, there must be a widespread appreciation of the limits we face from existing financial resources—and a willingness by the public to live within these limits.

### Opinion Poll:

## Public favors maintenance over new road construction

*This is second in a series of in-depth looks into the statewide opinion poll commissioned by ODOT. General findings were outlined in September's issue of VIA.*

### Road Construction, Repair and Congestion

When asked the most important goal for the department over the next 10 years, 40 per cent of Oregonians mentioned repair, road building or congestion relief.

Respondents indicated overwhelmingly that new road construction is not desired—87 per cent favor repairing existing roads over building new ones. The same percentage disagreed that "money is

saved to let roads deteriorate before repairing them."

Forty-one per cent agreed and 30 per cent disagreed that people in state government have been too eager to build more roads.

### Congestion is a concern

Residents said that crowded roads are a problem. Nine per cent mentioned this spontaneously and 79 per cent agreed that roads in their area are congested. Agreement is highest in the Portland area.

### Road repair—badly needed?

Residents generally do not perceive road repair as a serious enough problem to warrant additional funding, the survey indicates. Only a "slight problem" exists in road conditions. Oregonians feel that the poorest conditions are in secondary roads, but even those are not considered "extreme."

Other attitudes toward road repair include:

- The 55 miles per hour speed limit has not reduced the need for road repair—53 per cent agree.

- Putting people to work repairing roads is a good way to reduce unemployment—80 per cent agree.

- A few pot holes in the road isn't bothersome—73 per cent disagree.

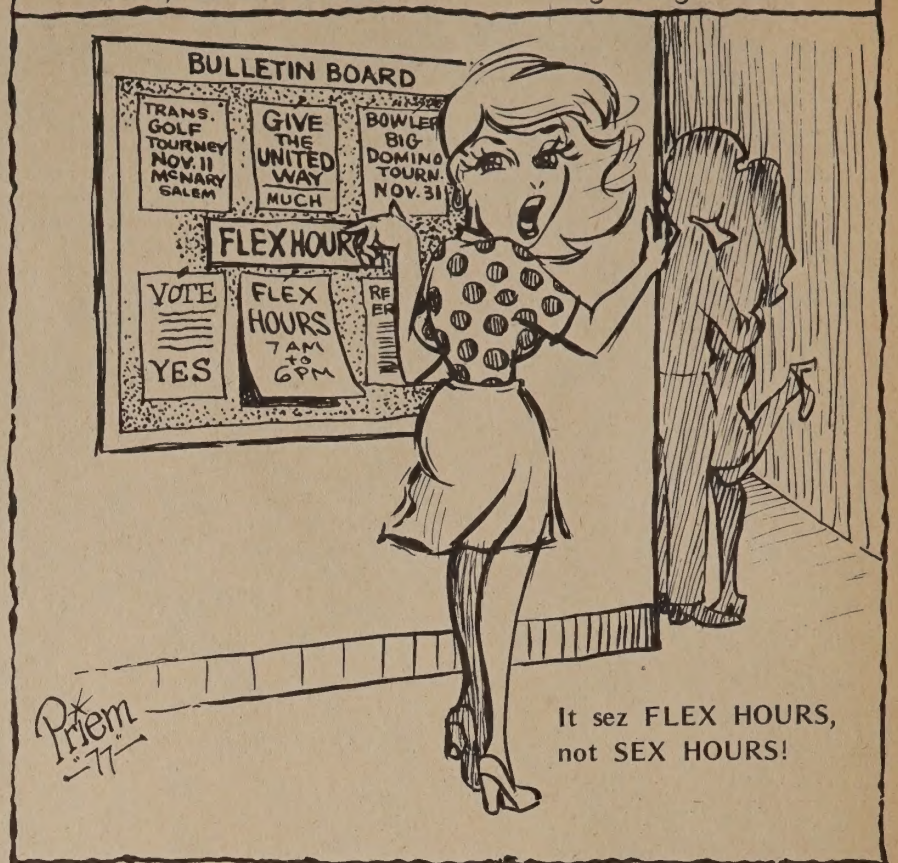
### Mt. Hood Controversy Continues

Statewide, 41 per cent of the respondents said they don't know whether cancelling the Mt. Hood Freeway was a good idea. In the Portland area, 31 per cent strongly agreed that cancelling was a good idea and 41 per cent strongly agreed that it wasn't.

Next month: What do Oregonians think about the DMV?

## OH, DOTTIE!

By Roy Priem



It sez FLEX HOURS, not SEX HOURS!

## Editor's mailbag

### VIA worthwhile

To the Editor:

I've just finished reading the latest edition of VIA...I have to compliment you for a really super product; informative and interesting. It's really nice to see a state agency print something worthwhile for a change!

Les Ruark

Admin. Assistant  
Sen. Keith A. Burbidge  
Oregon State Senate

### Klaboe thanked

To Fred Klaboe, assistant director of operations:

We are now in the process of closing out the Agricultural Drought Office. I wanted to let you know that the help you and others in the Highway Division have provided during this project has been appreciated. In particular, Dick Hawkins at The Dalles, Bob Hamilton and Bob Kuenzli, Salem, have been extremely patient and responsive to my repeated inquiries and calls for help.

Jack Graham

Coordinator  
Agricultural Drought Office  
Salem, Ore.

To Fred Klaboe:

We appreciate your fast action on the shoulder work being done on the Silver Creek Falls Highway. We live and work in this area and enjoy using a good and safe road. We are not the type to quibble over things that are expensive, while doing the highway users little good. But whenever we observe conditions such as those that were on the Silver Falls highway you will probably hear from us again.

Thank you again for your efforts and consideration.

Leonard J. Hettwer

Oregon Log Truckers Association  
Silverton, Ore. 97481

The following letter was left recently in the rest room at the Charles Reynolds rest area near La Grande.

### Don't get concerned

To whom it may concern:

Don't get too concerned. This is just a letter of appreciation to let you know I think these rest areas you have in Oregon are clean and beautiful and add greatly to my personal enjoyment of traveling.

Every one I stop at is a new delight—landscaping, architecture, even the colors in the bathrooms, not to mention what a welcome sight one is to a weary traveler in the middle of the night.

I was going to write this when I found out where to send it, but then it would never get done. So I will say it now, hoping that the word will get passed down (or up) the line... THANKS!! These rest areas help make my day.

Janice Dobbs

1821 N. 57th St.  
Seattle, Wn. 98103

Editor's note: Letters from residents of Utah, Illinois, Colorado, Idaho, Washington and Oregon, were also found at the Reynolds rest area during September.

### Weighmaster helps

To Daniel Potter, assistant weighmaster supervisor:

I want to take this opportunity to thank you for the assistance given my crew in the recent movement of equipment through your state.

Larry McIntyre,

Whatcom County Commissioner  
Bellingham, Wn. 98225

Editor's note: Potter, at the Ashland Port of Entry weigh station, supplied Whatcom County officials with Oregon's truck weight and width regulations they needed to move several loads of heavy equipment from California to Washington.



# Adams: Fuel shortage to increase

U.S. Transportation Secretary Brock Adams says the "fuel shortage is with us... and will increase."

Adams spent a day in Portland in mid-October meeting with state and local transportation officials. He inspected various projects including the downtown transit mall and progress on I-205.

During a luncheon meeting, where he was introduced by Gov. Bob Straub, Adams said that gasoline "demand and production curves cross in the 1980s."

When that happens, Adams said, there are only two things to do: ration gas or increase its price.

He said 50 per cent of this country's oil is imported now, with the price controlled by the oil-producing nations.

Adams said it is important to have "alternative transportation

systems" in place when the shortage becomes critical, rather than to "start them up all over again." He conceded that is a "difficult job."

Adams predicted "the auto will stay with us," but he said Americans are misusing their private cars. People should use carpools or public transit to commute to their jobs, he said and restrict use of the family car to pleasure driving and short trips.

## Supports guzzler tax

He said he is "hopeful" Congress will pass a gas-guzzler tax "to get people out of big cars." The conflict now is between the Senate which wants to outlaw big cars and the House which wants to impose a tax on them, he said.

Europeans have already adjusted to the fuel shortage, Adams said,

because their oil has always been imported. He said manufacturers there produce fuel-efficient cars, and few people drive their cars to work.

Asked if there will be greater flexibility in state use of federal highway funds, Adams said "substantial progress" was being made in that direction.

The basic issue is that the interstate system has never been finished, Adams said, and Congress wants to complete it before using those funds for the three R's—rehabilitation, reconstruction and resurfacing. "But the definite trend is toward the three R's."

Adams forecasts a "terrific fight" in Congress when the transportation bill arrives next year. He said the battle will be non-partisan and will concern what the nation's transportation priorities should be.



**BROCK ADAMS**  
U.S. Transportation Secretary



**WILLIAM COX**  
Federal Hwy Administrator

# Cox: Limit highway funding categories

"My top priority will be to reduce the number of categories assigned to federal highway funds," stated William Cox, Federal Highway administrator.

Cox spoke at a news conference and was interviewed by VIA at the Fourth Annual Northwest Bridge Engineers' Seminar Oct. 6 in Portland.

Cox said he hopes to limit funding categories to about 12. "People must realize that Congress dictates the framework of the Federal Highway Act, and we must work with that," he said.

States should build highway facilities they can live with, he said, referring to the possibility of securing

federal money for maintenance work. They shouldn't ask the federal government to rescue them after building systems they can't afford.

However, when funds were provided for highway rehabilitation, the government relaxed the ropes, he said, adding that the program will be continued.

## Highways still dominate

Major transportation studies today indicate that highway transportation forms will continue to dominate both passenger and goods movement, Cox said. In urban areas, some future restrictions may be placed on auto usage, he said.

Cox called the 55 mile-per-hour

speed limit "a greater success than any of us could have anticipated," noting fatalities had dropped 9,000 in the first year of the limit.

Speaking about proposals before Congress running into billions of dollars, to repair or replace deficient bridges, Cox said he would prefer a program spread out over a period of time where funds could be used more wisely.

The first year of an expanded bridge replacement program would be limited because of current projects and time needed to secure permits and to devise engineering programs. After that, he said, the program would depend on the availability of funds.

## Rec group meets

# Permit signs go up in ski park areas

With the help of Don Haller, the Winter Recreation Advisory Committee got off to a good start at their first meeting in Salem, Oct. 13.

They had to—the new law requiring snow parking permits began Oct. 4 and snow season begins in mid-November.

The Oregon Transportation Commission named the seven-member committee in August to help establish snow parking priorities in recreational areas. Haller, maintenance services manager, coordinates the committees' function with ODOT.

He prepared the agenda and proposals the committee acted on that day to prepare for snow season.

## Snow ploughing okayed

Members gained approval from the commission to erect signs requiring drivers to have permits to park in ski and other recreational parking lots. Signs will be up by Nov. 15, when parking permits will be required.

They also recommended that the highway continue removing snow from the same parking areas plowed in past years.

A lean highway fund prompted the passage of SB 452, Haller explained. The highway could no longer afford to remove snow from parking areas. Under the law, revenue from parking fees and fines will go into the highway fund to cover costs of snow removal.

"We estimate the revenue this

year from permit fees and fines at about \$700,000," Haller said.

Members also approved the sale of parking permits for \$5.00 per season or \$1.00 per day, at DMV offices and participating sporting goods stores and ski lodges. Permits are good in Washington, also.

"We haven't received negative public comment on the situation," Haller said. "And we've received very positive support from the committee."

(Continued from page one.)



Don Haller, right, shows parking permit sign to Winter Recreation Advisory Committee members. They are, from left: Donald Grubb, Vawter Parker, Dr. Kenneth Havernick, R. L. Kohnstamm, Mike Lockhart, George Watson and Charles Hale.

# Greenway understanding is slim

for overnight camping.

**CONCESSIONS:** Fear that state parks could become commercialized through selling goods and renting sporting gear was voiced at most meetings. Opposition was strongest among coastal residents.

**INFORMATION:** Park information and interpretive nature programs should be expanded in some locations, many Oregonians agreed.

**GREENWAY PROGRAM:** Many persons outside the Willamette Valley lacked knowledge of the program. Some groups suggested better signing on river access points and park properties to reduce impact on adjoining land owners.

**TRAILS:** Oregonians want more hiking and biking trails in all parks.

**RESERVATIONS:** Oregonians

accept the current practice of making advance camping reservations. But they said the waiting lines were too long and that separate lines should be formed when parties are without reservations.

"Over 95 per cent of the questionnaires indicated an overwhelming support for Oregon parks in general," Scott said, "nobody said they didn't like our parks."

This was the branch's second major effort to determine public opinion. More persons attended the meetings in 1974, but information gathered last summer was just as valuable, Scott said.

A detailed report on the survey findings will soon be published, he added.



## General Services

# The 'Heinz 57' branch focusses on manpower forecasting

*Editor's note: The following article is part of a series describing the different divisions, branches and sections of ODOT.*

The General Services Branch is the "Heinz 57" of the ODOT family.

Managed by David Moomaw, it provides an array of services under three sections -- Industrial Engineering, Records Management and Administrative Services. It is one of four branches under the Office of Administration.

It was formed in 1975 by combining parts of the Highway Division's former Management Services and Project Management sections.

Trained as an industrial engineer, Moomaw has a special interest in the Industrial Engineering section. He also acts as supervisor to fill the current vacancy in that section.

Manpower forecasting is one of his current concerns.

*"Recent tightening of resources have caused us to examine our systems for determining manpower needs."*

"The recent tightening of resources, coupled with the advent of zero-based budgeting, has caused us to critically examine our systems for determining manpower requirements," he said. "Present plans are to improve manpower planning systems in time to support preparation of the next budget."

One industrial engineer stationed at the Salem DMV office is developing a work measurement program to establish time needed to perform clerical tasks, Moomaw noted. Tasks will also be analyzed and simplified, as a result.

Interestingly, job rotation is involved in one of the work measurement projects, Moomaw said. Two highway engineers have rotated to the Salem DMV office to learn new skills -- work measurement happens to be one of them.

"This is cooperation in several ways," Moomaw said. "The DMV trains the men. In turn, our branch benefits -- that training makes it possible to support work measurement, which I'm responsible for."

### Reports 'weeded'

Administrative Services, supervised by Carl Nelson, includes the graphics, word processing, library, mail room, photo copy and map distribution and building management units.

Records Management, headed by Bill Brockhaus, is responsible for records disposition, forms control and filing systems.

Streamlining reports is a new function.

"We're beginning to weed out excessive and unneeded reports," Moomaw said. "We're also working hard to simplify forms that affect the public."

Consolidating the library is another "streamline" accomplishment. "We discovered material in several divisions and sections that wasn't catalogued in ODOT's library," Moomaw said. "Now the card catalogue includes their references."

### Services extended

Moomaw believes the branch's services to ODOT agencies can be expanded as they become more familiar with General Services.

"Our word processing center, for instance, could be used by other offices," Moomaw said. "Some offices have their own set-up, so money could be saved because ours is often more efficient."



Above, Ross Hangartner of General Services times a task performed by Alice Heidenreich of DMV. Below is David Moomaw, branch manager. Manpower forecasting is one of the branch's chief concerns, according to Moomaw.



## Book highlights beach struggle

The story of the struggle to place Oregon's beaches in the public domain is told in a newly published book, "Oregon's Beaches, A Birthright Preserved."

Author Kathryn A. Straton, staff member of the Parks and Recreation Branch's Historical Preservation Section, worked two years on the book, published by the branch.

Straton traces the evolution of Oregon beaches as a "public highway" and lends historical perspective to the long battle to legally establish public easement rights to beach areas from the wet sands to the vegetation line. The author tells of the stormy controversy 10 years ago when the fight was finally resolved by the State Supreme Court and the U.S. District Court.

Straton explores the history of Oregon's beaches from prehistoric times until 1967 and the political climate that set the stage for the battle to save the beaches.

Straton consulted with legislators, lawyers, members of the judiciary, ODOT staff and private citizens to gather first-hand recollections of the political issue.

Copies of the book are available for \$2.00 each by sending a check or money order payable to the Oregon State Highway Division, to Oregon's Beaches, State Parks and Recreation Branch, 525 Trade St., S.E., Salem. They're also available at Oregon colleges and universities, historical societies and museums.

## Article by Huntley included in textbook

An article written by Gene Huntley, head of ODOT's labor relations unit, has been included in a recently published textbook designed for personnel practitioners.

Huntley's article, "The Diminishing Reality of Management Rights," was originally published in the International Personnel Journal in 1976.

The book, "The Public Personnel World: Readings in Professional Practice" contains articles on subjects ranging from behavioral sciences to classification and pay.

Published by the International Personnel Management Association, the text is available at the Oregon State Library and Willamette Graduate School of Administration library.

## Talbot to serve on park board

David Talbot, superintendent of the Parks and Recreation Branch, has been elected to serve on the National Recreation and Park Association Board of Trustees.

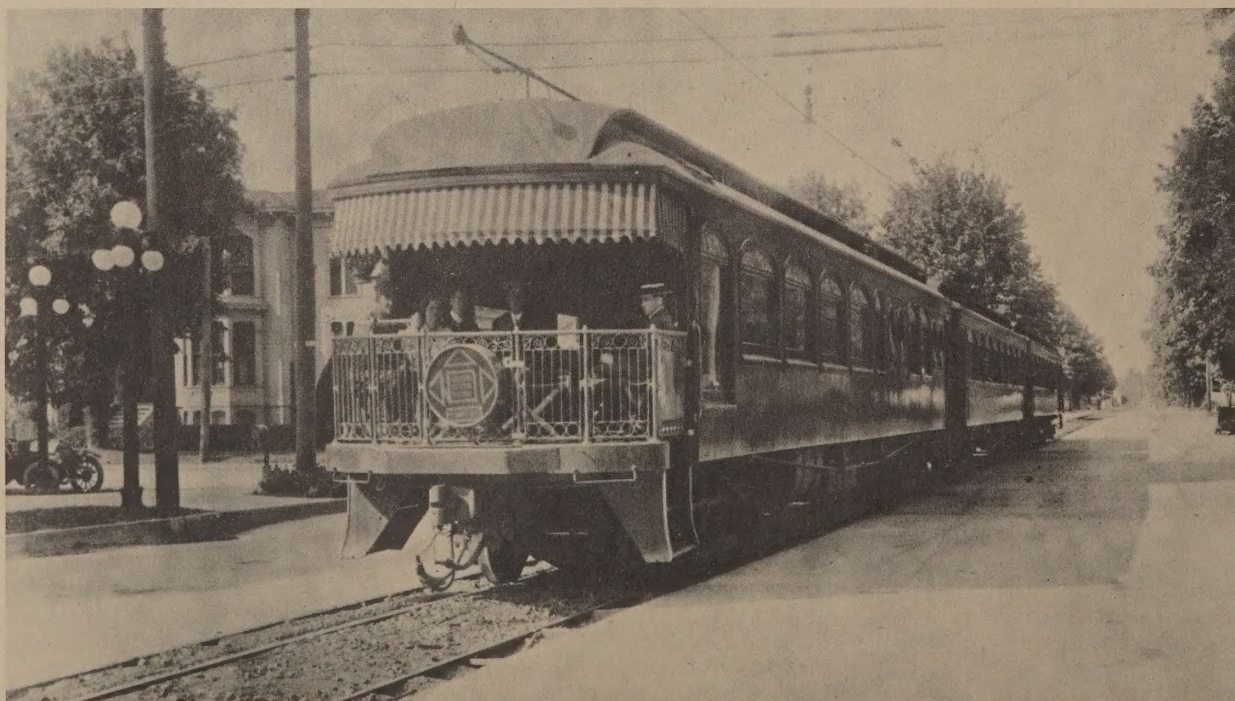
Talbot, superintendent since 1964, is president of the National Association of Park Directors.

## Library lists DMV reference materials

Printed materials at the DMV library have been catalogued in ODOT's library, reports librarian Faith Steffen.

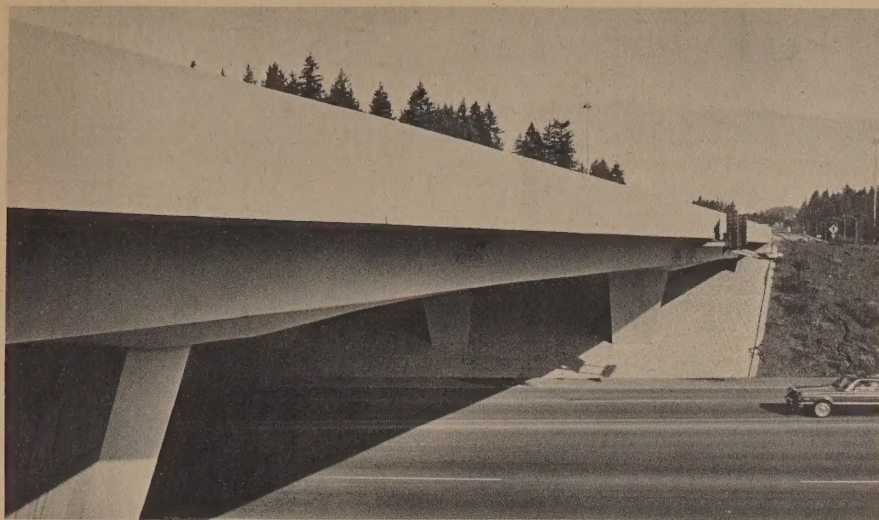
Two new books at the library are "The Mind of the Organization" by Ben Heirs and "American Metric Construction Handbook" by R. J. Kytle.

## Way Back When ...



Early mass transit users in the Willamette Valley couldn't afford to be in a hurry. Traveling on the Oregon Electric Railway was a classic "milk route." At 30 miles per hour, it made four daily runs from Portland to Eugene, stopping 67 times each way during its peak in 1929. This photo was taken on north High St. in Salem between 1915 and 1920. The OE succumbed to the Model A and the depression in 1932 after operating for 20 years. The route into downtown Portland was converted into Barbur Boulevard in 1935... Is something similar on its way back?





ODOT's Lower Boones Ferry Road overcrossing on I-5 near Tualatin earned an award for excellence in structural and architectural design during the Fourth Annual Bridge Engineers' Seminar in Portland last month.

## Despite reports

# Flex meets deadline; response strong

"We decided not to make an issue of it," said Bob Whipps, ODOT manager of Organization and Manpower Services.

Whipps was referring to local newspaper stories listing ODOT among the state agencies that didn't make the governor's October deadline for turning in flex hour policies.

On the contrary, ODOT met the deadline, Whipps said. The Executive Department approved the final draft, which Whipps had planned to distribute Monday, Oct. 10.

Then the misunderstanding occurred.

"Our mistake is that we should have left a copy of the draft with them," Whipps said. "The executive department momentarily forgot we

turned it in--that's how the wires were crossed."

Whipps added that he was ill the next Monday and Tuesday and didn't clear up the misunderstanding until Wednesday. "By then, it had been in the paper twice that we didn't make the deadline."

In a letter to Bob Burco, ODOT director, Manager of the State Executive Department, Laurence Sprecher later complimented the department's flex hours plan. He wrote, "Your flex time policy is an excellent response to the governor's executive order."

Whipps said ODOT's policy, designed for the capitol mall area, was distributed in time to start flex scheduling by Oct. 17. Employees are

"What can you possibly do next year to top this year's seminar?"

The popular comment was written on many of the questionnaires distributed at the Fourth Annual Northwest Bridge Engineers' Seminar in Portland Oct. 4 to 6.

"The consensus was that we did a good job," said Bob Ellison, structural design administration engineer who organized the seminar. "I really don't know what we can do next year--we were extremely fortunate to find the speakers we did."

Engineers from 15 states and three countries attended or led sessions on foundations, pre-stressed concrete, hydraulics, maintenance and design of long and short span bridges.

ODOT engineers contacted by VIA all cited the choice of speakers as the seminar's highlight.

Al Harwood, projects engineer for the Glenn L. Jackson (I-205) Bridge, said "Many topics discussed applied to I-205, particularly sessions on segmented bridge construction--I found the seminar very helpful."

Other engineers, like Ken Allmer, said they were disappointed that they couldn't attend all sessions.

Speakers included Federal Highway Administrator William Cox (see story, this page), Jean Muller of France, expert on pre-stressed concrete; Bengt Fellenius of Canada, authority on foundation engineering.

Ruth Osborn, former president of Women In Construction (WIC), provided a break from the highly technical sessions with a humorous luncheon speech; "The Feminine Mystique in Construction."

"I know you invited me here for my body," said the grandmotherly speaker, "so go ahead and fantasize while I talk."

But after the jokes, her message was serious. She encouraged supervisors in government and industry to seek qualified women engineers. Educating and training women is the biggest need now, she said. "Women shouldn't be hired as tokens," she said. "They have to prove their worth."

## Special 'over-load' travels down I-5

"It was one over-load request I couldn't turn down," said Bob Hamilton, Highway Division Permit Unit director.

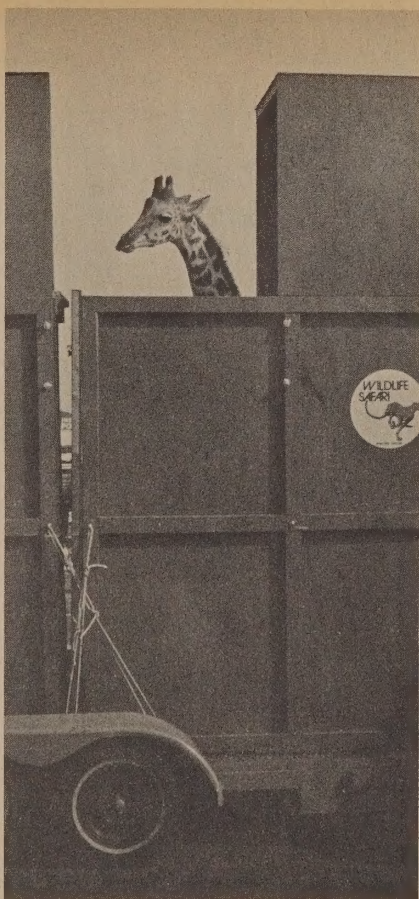
The over-load, "Satch", a giraffe from Washington Park Zoo was on its way to the Wildlife Safari in Winston, Ore. A special crate was constructed to protect the year-old, 10-foot tall animal, complete with wind breaker for his head. A one-ton van pulled the low-boy trailer.

The Highway Division helped the state-wide effort Oct. 4 by checking the clearance of highway overpasses--luckily, the giraffe was short enough to sail through.

Originally, two giraffes were to be moved, but Jigsaw, the three-year-old, showed what he thought of the idea by kicking in his crate.

Transporting giraffes is extremely difficult because of their high blood pressure, zoo officials said. Also, there is trauma associated with loading and transport.

The two remaining giraffes at the zoo are Polka and Puzzle, a breeding pair.



"Satch" in special crate

## Crew logs nine no-injury years

An Albany survey crew supervised by Keats Oliver received a SAIF award for attaining nine continuous years without a time-loss injury, reports Ray Stose, head of Employee Safety and Health Services.

Section crew headed by Ralph Lester in McMinnville has accumulated 150,035 continuous hours without a time-loss injury.

Other SAIF awards went to: Maintenance crew supervised by

Richard Moffitt, Salem, 56,384 hours; maintenance crew supervised by Gerald Phillips, Albany, 57,815 hours; maintenance crew supervised by Bob Wood, Sweet Home, 51,723 hours; Champoeg State Park crew supervised by Lloyd Mitchell, 55,732 hours; Cape Lookout State Park crew supervised by Ion Herring, 55,661 hours; maintenance crew supervised by Charles Burch, Waldport, 52,111 hours.

## In Document Issue:

# DMV bids farewell to comma splices

Personnel in the DMV Document Issue Branch will soon bid farewell to fragmented sentences, comma splices and misplaced semicolons.

Office memos will be clearly understood and letters to the public will no longer be confusing or misleading.

At least that's what Dorothy Hoover, branch manager, hopes to accomplish with the writing workshop she authorized in late October.

Frank Neisius, secretary for the Systems and Budget Unit, agreed to conduct the on-the-job workshop. Hoover couldn't have selected a better leader--Neisius received his master's degree in English from Creighton University in Nebraska and taught school for 10 years in Oregon, Montana and South Dakota.

Smaller workshops in letter writing were held at DMV, says Hoover, but this "has been a full-scale effort to reach all levels of employees," she says. "We've needed and planned this for a long time. Finally, Frank now has the time to do it."

Neisius agrees with Hoover that a writing problem exists. "It's not only here--it's throughout ODOT," he says. "We need to cut out the verbal foginess and state things simply and clearly."

"Throughout bureaucracy, especially in the legislature, a person writes what no one else can understand," Neisius says.

The Document Issue Branch is a prime target for a workshop. They provide all the division's power typing, compose registration and drivers' license correspondence, type position descriptions, policy and budget documents.

The idea was more popular than Neisius anticipated. He can accommodate only 10-to-12 persons, while keeping up with his own job; 75 employees signed up last month. More workshops are tentatively planned, he says.

The branch has no uniform writing style guide, he says, which results in time-wasting confusion and extra work.

"Punctuation is a big problem," Neisius says, "everyone has been doing it differently. A typist inserts a comma, someone else takes it out, the document is re-typed, and so on."

Neisius patterned the writing workshop after one he attended last month, which focused on dropping useless words, using shorter sentences and common words.

In the DMV workshop, Neisius concentrates on improving position description, performance appraisal and memo writing.





Jerry Robertson is VIA's inquiring photographer. He selects his own subjects. VIA's editors frame the question of the month. Answers are edited only for length.

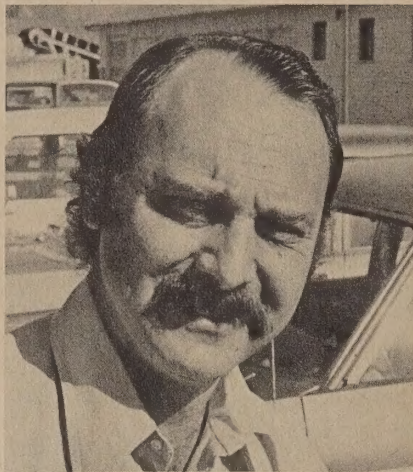
# CANDID COMMENTS

What's your opinion, or interpretation, of ODOT's new logo?



**BILL MALLORY, DMV**  
Representative 3, St. Helens

This is something that will probably grow on us, but I don't see how it connects to ODOT, now. However, as a design, it looks striking. Before implementing it on vehicles, we should consider the cost factor and whether we should replace the state seal with the logo.



**BOB HECTOR, HWY**  
Region Maint. Engr., La Grande

I think that the DOT should have a trademark and the new logo satisfies that need. I wonder why it was not designed by someone within the department. For example, our graphic arts people could have contributed some ideas.



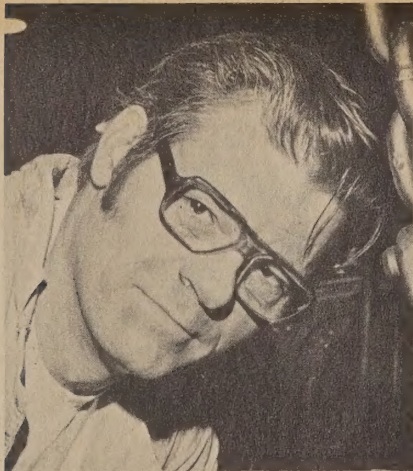
**MARY ANN FIRMIN, ADMIN**  
Senior Programmer, Salem

The greatest asset of the new logo is its universal usage. It could be used on ODOT vehicles, bread trucks, the governor's stationery, pop bottles or garbage trucks and it would have the same meaning for all. Perhaps the logo is really a subtle puzzle that takes a great insight to figure out. I assume the artist knows the correct interpretation — but he's not telling.



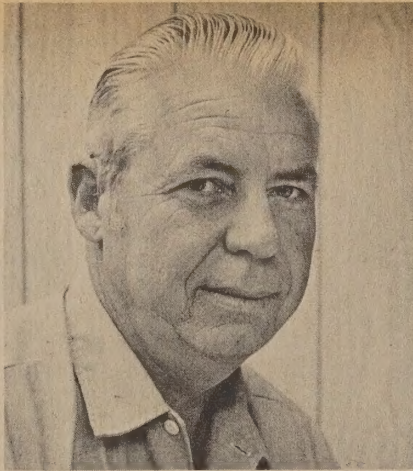
**LAWRENCE SCHMITT, HWY**  
Maintenance Supervisor 1, Astoria

Being in maintenance, I'm really not one to judge designs, but it looks all right to me. I can see how it could be interpreted several ways.



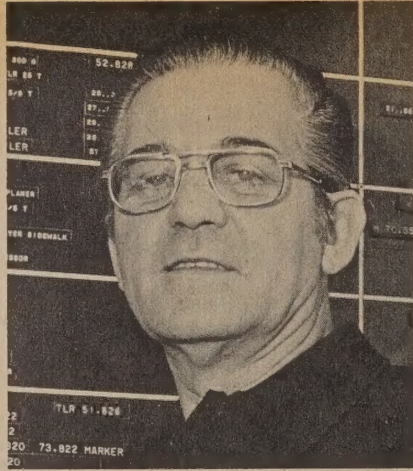
**ART ROSENBLAD, HWY**  
Mechanic 2, Salem

The design looks nice; it's appropriate. I'd like to know, however, if ODOT is planning to use it on vehicles to replace the surveyor's target or state seal. I don't think they should, but the logo would be fine for paper stock.



**BART BRANSTETTER, HWY**  
Engineer 1, Klamath Falls

I can see no connection between the design and ODOT. I think it's a waste of money that could and should be used for reconstructing and maintaining our highways.



**ROY KEIRSEY, HWY**  
Office Manager, Milwaukie

First of all, I don't think much of it; I don't see how it represents ODOT. The symbol should be self-explanatory. This isn't, and I think it will take a lot of publicity to educate the public that this logo represents ODOT.

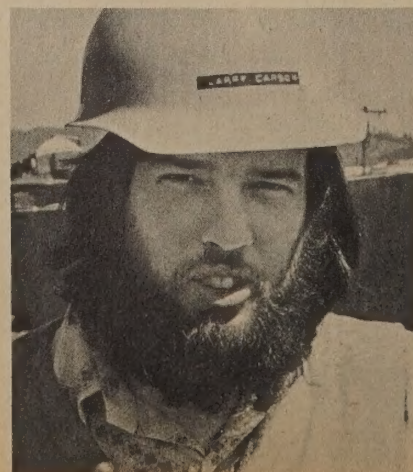


**JANICE MOFFITT, AERO**  
Secretary, Salem

I don't like it and think it was a ridiculous idea. To me it looks like two highways forming a "T" for transportation. Where are air and rail transportation represented?

**REBA HAMON, DMV**  
Representative 1, Prineville

I feel that the money spent strictly for looks could be put to much better use.



**LARRY CARSON, HWY**  
Engineer 1, Roseburg

It doesn't look like it has anything to do with transportation to me. I hope that ODOT didn't spend much money on coming up with it.



# SAIF awards maintenance men for saving Alaskan tourist's life

Sydney Raynor of Alaska owes his life to John Hergert and Garald Ottoboni.

The two Portland highway maintenance workers were working last April near the Banfield Freeway when they saw a car swerve into the median strip and stop. Raynor had suffered a heart attack.

Hergert placed the elderly man on his back and administered cardio-pulmonary resuscitation (CPR) while Ottoboni summoned help on

his truck radio.

Both had just completed a first aid course, but had not studied CPR techniques. Hergert relied on his memory of the television show, "Emergency," to revive the man.

"I couldn't get a CPR class started fast enough after that," said their supervisor Dick Anderson. "everyone wanted to take it."

Hergert, 62, and Ottoboni, 48, received awards from the State Accident Insurance Fund on Oct. 11.



Garald Ottoboni and John Hergert receive SAIF awards for saving a life.

## Employees on the rise:



**JONATHAN WIDMER**  
Program Executive I



**MARSHA RYAN**  
Affirmative Action Officer

The following ODOT personnel were promoted during October:

### CONGRATULATIONS!

John Ambrose, HWY, automotive service worker to automotive mechanic 1, Salem.  
Harold H. Corns, HWY, maintenance worker 2 to maintenance worker 3, Burns.  
Norman S. Davis, HWY, engineering technician 1, Roseburg, ET 3, Operations Planning Unit, Salem.  
Rande A. Deistler, PARKS, ranger 1, Guy Talbot State Park to ranger 2, LaPine State Park.  
Allan F. Dobes, HWY, engineering technician 2 to ET 3, Salem.  
William E. Ferber, HWY, weighmaster 1, Medford, to engineer 1, METRO, Portland.  
Edward F. Fischler, PARKS, park manager 2, Cape Blanco State Park to park manager 3, Memaloose State Park.  
H. Conley Fitchett, HWY, maintenance worker 1 to maintenance worker 2, Burns.  
Craig D. Fleshman, ADMIN, programmer analyst to systems analyst, Salem.  
Gregory D. Flynn, PARKS, park aide to park ranger 2, Clyde Holliday State Park.  
Leonel H. Gunderson, HWY, engineering technician 3, Traffic Support Services Unit to highway engineer 1, Milwaukie.  
George F. Guthrie, Jr., PARKS, park aide to park ranger 1, Harris Beach State Park.  
Howard W. Harris, HWY, engineer 2 in Project Management, Salem, to engineer 3, METRO, Portland.  
Roy L. Henn, HWY, maintenance worker 2, to maintenance worker 3, Woodburn.  
Raymond L. Hughes, HWY, maintenance supervisor 2, Klamath Falls, to maintenance supervisor 4, Albany.  
Douglas E. Knudsen, HWY, maintenance worker 2, Detroit, to carpenter, Salem.  
Raymond L. Marsh, ADMIN, senior programmer to systems analyst, Salem.  
Jack D. Moffitt, HWY, maintenance worker 2 to maintenance worker 3, Detroit.  
Maurice D. Payne, HWY, engineer 4, resident engineer, Portland, to engineer 5, district engineer, Milwaukie.  
Dudley R. Rankin, PARKS, park manager 2, Farewell Bend State Park to park manager 3, Cape Blanco State Park.  
Marsha N. Ryan, ADMIN, program executive 1 to program executive 2, affirmative action officer, Salem.  
Thomas H. Schwab, HWY, engineer 4, Traffic Support Services Unit to engineer 5, transportation analysis manager, METRO, Portland.  
Jimmie L. Shannon, HWY, maintenance supervisor 2 to maintenance supervisor 3, Eugene.  
Randy E. Stewart, PARKS, ranger 1, Beverly Beach State Park, to ranger 2, South Beach State Park.  
John W. Sullivan, HWY, engineer 5, METRO, to engineer 6, specifications engineer in Engineering Section, Salem.  
Ricky L. Taylor, PARKS, ranger 1, Silver Falls State Park to ranger 2, Cove Palisades State Park.  
Robert E. Thompson, HWY, administrative assistant 2, Construction Section, to ET 2, Engineering Section, Salem.  
Joseph N. Weber, HWY, maintenance worker 2, Moro, to maintenance worker 3, Hermiston.  
Jonathan L. Widmer, HWY, administrative assistant 3 to program executive 1, Construction Section, Salem.

## We'll always remember...

W. J. "Bud" Aronson will be remembered as "the man on the beach."

From 1968 until his sudden death on Oct. 2, the highway maintenance foreman filled a unique position with the highway division. Alone, he patrolled the 300 miles of coastal zone line, which separates private property from public beaches.

His job involved enforcing the controversial 1967 beach law which gave public access to beaches from the vegetation line to the wet sand. He also helped property owners apply for permits to build past the zone line.

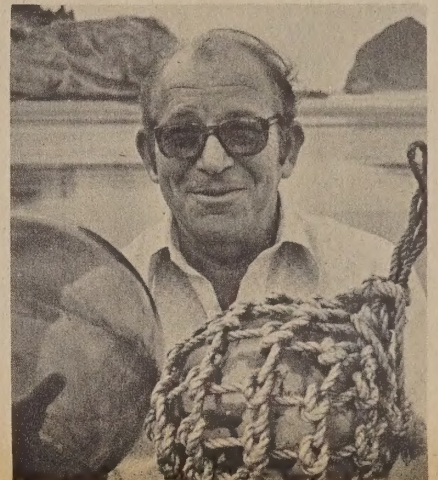
Aronson mended the public relations fence countless times, Bob Gormson, ODOT beach program coordinator, said.

"He passed on vital information about undiscovered violations of the law as well as pending violations — while being diplomatic," Gormson said. "Numerous lawsuits were averted because of the rapid response of the highway division before violations became critical."

Aronson, 60, died of a heart attack while working in the garden at his home in Cloverdale. He began work in 1947 as a highway section man 1.

Chester G. Springer "literally found gold in the hills and gems in the roots of old volcanoes while hunting gravel and cinders for Oregon's highway system," the Bend Bulletin wrote in a recent editorial.

Springer, 89, who died in Bend on Aug. 29, was the highway division's first geologist. Self-trained, he searched for road building material, particularly red cinders used extensively in Central Oregon. He saved the state "gold" by locating



**BUD ARONSON**  
Pacific City, 1977

quarries close to construction sites.

"He was an unsung worker in the vineyard who went about his work quietly, diligently and almost always alone," remembers Forrest Cooper, a retired engineer who knew Springer.

Springer was also known for his interest in agates and rare minerals he found in rock pits and river beds. He helped found the Deschutes Geology Club.

He retired from the Oregon State Highway Department in 1953 after working 20 years.

Walt Kruger devoted over 40 years of his life to building and maintaining Oregon's bridges.

Kruger, 83, died at his home in Myrtle Point Oct. 6. He retired at age 70 from the Highway Department in 1964 as region 3 bridge superintendent.

Kruger was an expert in repairing damaged steel bridges and taught other engineers the process.

## Employees take fall retirements

The following employees retired recently.

Max Ferguson, La Grande, highway maintenance worker 3, retired Sept. 30, 24 years.

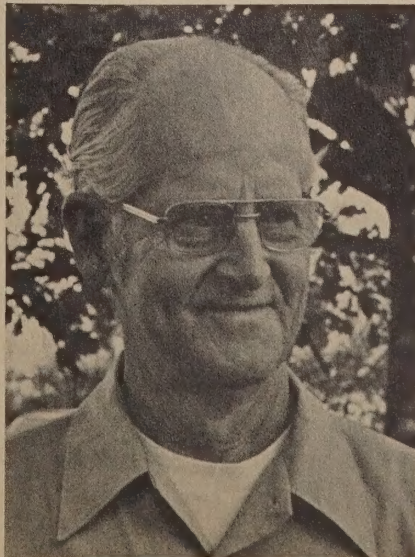
George W. Butterfield, La Grande, highway maintenance supervisor 3, retired Sept. 30, 21 years.

Charles V. Driscoll, Salem, general mechanic, retired Sept. 30, 22 years.

Elton L. Frizzell, La Grande, heavy equipment mechanic 1, retired Oct. 1, 29 years.

William J. Struthers, Salem, Park aide, retired Nov. 1, two years.

Ralph O. Brenning, Salem, highway maintenance worker 2, retired Nov. 1, 12 years.



**RALPH O. BRENNING**  
12 years



# Larry Rulien:

## Blending hard work with a contagious spirit

By Shannon Priem Allen

A sense of fun laces Larry Rulien's deep, resonant voice as he consents to be interviewed for VIA's personality profile.

"Sure, but please write something I can send to my mother in Thief River Falls," he says.

He greets you with that big laugh and a smile that transforms his long, often somber face. You feel at ease with the man who heads up ODOT policy and program development.

Rulien claims that it's hard to talk about himself, but he revealed more to VIA than he probably thought.

And what he didn't say, his colleagues did.

Beginning with the Highway Department in Bend in 1953, Rulien has worked his way from Region I engineer, project management engineer to assistant director for policy and program development.

Projecting future revenue needs, analyzing legislative action and coordinating ODOT functions with other governmental agencies are among his duties. Stated simply, he's responsible for long-range planning.

For instance, the current Six-year Highway Improvement Program is one of his projects. According to Fred Klaboe, ODOT chief of operations, Rulien "undertook a massive job and finished it in a short time. That's characteristic of him. He gets things done with dogged perseverance."

ODOT's recent reorganization provides one of Rulien's biggest challenges. "This position and staff are completely new, so there isn't a prototype to follow," he says. "I'm still working on securing the needed manpower in this office."

"We need to think more ODOT and less highway," he says, "and that's the main emphasis we need in long-range planning."

By next year, Rulien says he

hopes to form a six-year ODOT improvement program, to link all divisions under one plan.

"I'm optimistic about the reorganization," he says, "but I still believe division pride is important. Highways will continue to be of major importance to ODOT."

*"I've kept my options open by not becoming specialized."*

Rulien has observed changes during his 27 year career. The decision-making process is one of the most significant, he says.

"We're part of a complex whole now. More people are involved, other governmental agencies, environmental studies, committees. There's more coordination, also frustration."

How does Rulien explain his successful rise through the highway chairs? "I've kept my options open by not becoming specialized. Frankly, I just enjoy working. I like implementing things through people."

How has Rulien's past experience prepared him for ODOT policy and program planning?

He attributes his knack for planning to an instinct for engineering.

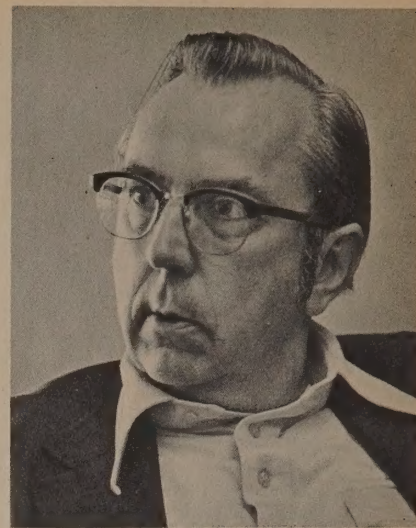
"In engineering, you plan it, design it, do it and see the results. You do the same here, but I can't easily identify the accomplishments. They're there, but they don't lunge out at me, as before."

Rulien is known among colleagues for his sense of humor as well as his perseverance and hard work.

Jack Sollis, ODOT legal counsel, says, "Larry has a humorous view about his job, life in general. He keeps in touch with all kinds of people. When you can laugh, you can make it--and Larry laughs."

"Larry is a real asset to ODOT," says George Bell, manager of the Intergovernmental and Public Affairs Office.

"He's come up through the chairs in the Highway Division and has been stationed all over the state. He understands the complicated funding formulas and expresses himself in a pleasant, articulate way."



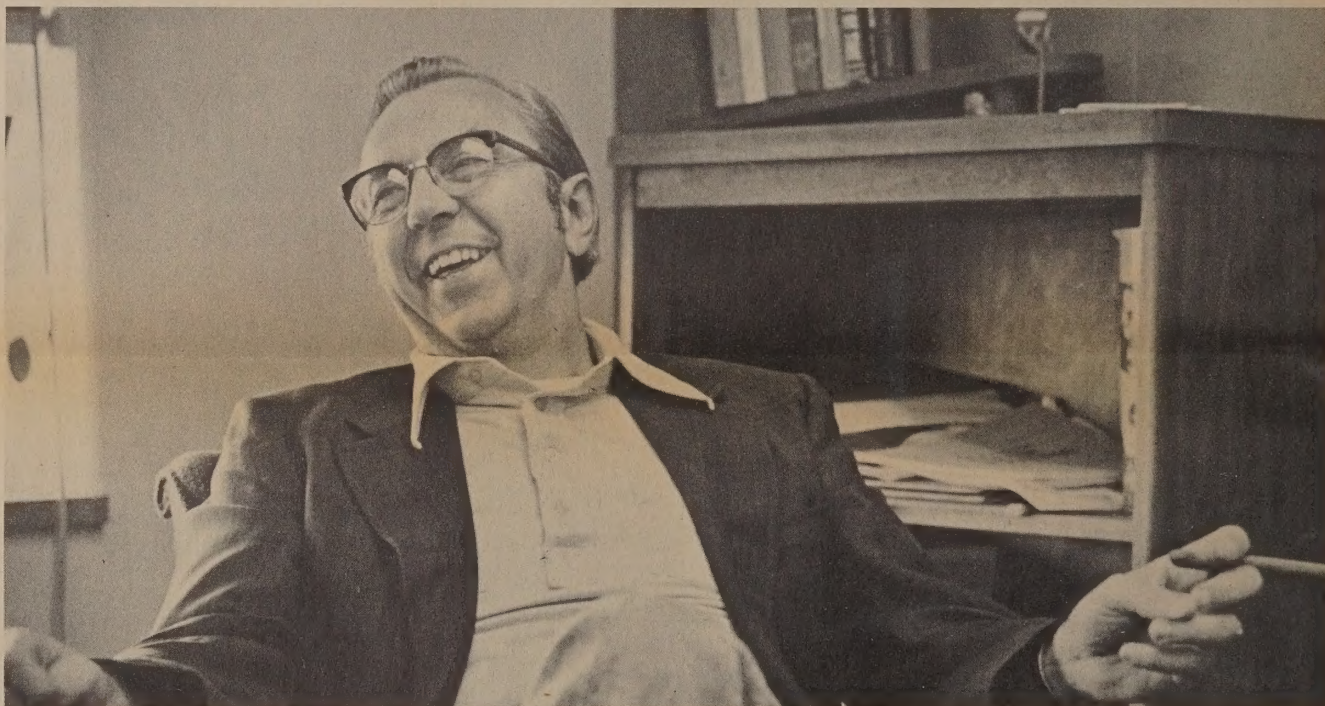
LARRY RULIEN  
Policy planning head

"Larry really believes the people in ODOT can do anything they put their minds to. That spirit is contagious."

Fred Klaboe says Rulien's maintained a "mud on the boots" philosophy. "He's understanding, a good supervisor and excels in public relations."

What accomplishments is Rulien especially proud of?

"Survival... Does that count?" he says with a smile.



Rulien enjoys a relaxed moment with a cigar at his desk.

## Retirees Let Us Know What's Happening

Ralph Sipprell, 743 Maine N.E., Salem, OR. 97301 -- Retired 1976.

Ralph writes that he's gearing up for the "Ye Olde Highwaymen's" Transportation Golf Tournament, Veterans' Day, Nov. 11 at McNary Golf Club. He urges all employees and retirees to sign up by Nov. 9. "I've been doing nothing but practicing up to beat all the guys I used to work with," Ralph says.

Donovan B. Ballenger, 2330 Applegate Ave., Grants Pass, OR.

97526 -- Retired 1971.

Donovan suggests that VIA send a photographer to southern and eastern Oregon--too much Salem news, he says. He hasn't done anything startling since retirement, he says but it sounds like he's more than busy with a three-acre farm. He raises a large garden and grows peach, pear, apple and other fruit trees.

He enjoys fishing in the Howard Prairie Reservoir. (He's known as a decent fisherman, so his grandsons are proud when they bring home a

bigger catch than he does.)

Donovan enjoys "messing around" with wood in his own shop, producing jewelry chests, candle sticks and other articles.

Carol Fowler, 1457 D St., N.E., Salem, OR, 97301 -- Retired 1964.

Carol and husband Harry recently returned from a hunting trip to Spray, Ore. They've enjoyed traveling throughout Oregon and look forward soon to fishing in the Alsea River. The Fowlers belong to a travel trailer club and enjoy gardening. After retiring in 1964 from the highway department, Carol worked for the Oregon State Public Welfare Division until 1972, when she retired because of poor health.

Laverne (Larry) Smith, 440 20th SE, Salem, OR. 97302 -- Retired 1974.

The Smiths have traveled to California, Nevada and throughout Oregon in their travel trailer. They plan to hit Mexico this winter.

Larry enjoys fishing and hunting in Oregon. He's caught several salmon and shot his deer this year, but says he'll have to wait until next year to get his antelope.

Besides managing apartments since retirement, he also has a custom picture framing business which includes all kinds of framing work.

He enjoys visiting with his grandchildren, ages two to 12, who live in Salem.

Lee MacIntyre, 4165 Hertel Dr., S., Salem, OR. 97302 -- Retired 1972.

Lee says he doesn't feel any older now than he did at 40. He and his wife play golf regularly at Battle Creek--he says she beats him most of the time.

They have taken many trips in the northwest, to Montana, Idaho, Arizona and Washington. One of the most interesting trips was to the San Juan Islands in Washington. Four years ago they traveled to Hawaii and will go back in December or January. They've also been on Caribbean cruises to San Juan, Puerto Rico, the Virgin Islands and Haiti.

Lee says he misses all the fine people he worked with at ODOT. "I was very proud to be a part of the department for over 17 years."

Lee also is helping his "Mrs. Green Thumb" in the garden.

# Via

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